EW-1: Provide Better Hazardous Weather Data

Benefit, Performance and Metrics

As a result of the Summer 2001 operational experience using the CCFP, a number of evaluation studies have been launched. Since the data-gathering period was concluded (10/31/01), only a few preliminary impressions are available. Several reports (FSL; AvMet; and Metron) will be available by 2/02. Anticipating these evaluations, a list of improvements for CCFP in 2002 has been compiled and is under evaluation.

Other observations and tools have been implemented: Runway Visual Range (RVR), the Flow Constrained Area (FCA) tool, and the Collaborative Routing Coordination Tool (CRCT). Evaluation of these tools for their impact on Traffic Flow Management (TFM) is underway.

- Reduction in variance of execution against plan.
- Reduction in number and/or duration of ground delay programs in support of SWAP for en-route hazardous weather constraints.
- Reduction in the number and/or duration of ground stops due to hazardous en-route weather constraints. Reduction in fuel diversions due to hazardous weather encountered.
- Increased equity plus better plans equals an increase in system access/equity. This equity is achieved from narrowing the confidence gap that exists today from one system user to another or one FAA facility to another. Measurement of system access and area throughput along with analyzing user acceptance of the plan will determine forecast confidence.